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The discussion is divided into two parts: Part I, The Channel, Terminals and Water Craft; Part II, Freight Movement and Rates. Both parts are accompanied by tables of comparative figures for water and rail rates and by maps to show routes of the respective modes of transportation. Pages 77-97 are especially interesting because of the concrete exposition of the large terminal costs involved in freight shipped by boat and the small terminal cost (sometimes nothing) involved in rail shipments. These costs more than offset the higher "in transit" rates by rail.

Few subjects are more difficult to present than traffic rates. In this thesis, however, the complexities are straightened out and the entire situation discussed clearly. It is well worth the time, especially of the geographer who is ever ready to "boost" water transportation—the geographer who habitually cites the "traditional" Rhine River methods as conclusive evidence. EUGENE VAN CLEEF.

The United States as a World Power. By Archibald Cary Coolidge. vii and 385 pp. Index. The Macmillan Co., New York, 1912. 50 cents. 7½ x 5.

It is in no narrow spirit of provincialism that we recognize the fact that Professor Coolidge's work at once took rank as a standard text. To this end no little credit is due to the fact that it first took shape as addresses before the Sorbonne, the mere fact of addressing a foreign, and therefore less accepting, audience leads toward greater precision in controvertible statements. The work has already been twice reprinted, each edition has been exhausted in about two years and still the demand exists. In its present reprinting it has been issued with such economy of margins as to bring it within the reach of the slender purse of the collegian and this in itself will serve a great end in swelling the necessary book collections which must react upon the younger students long after the immediate need of collateral reading has passed. WILLIAM CHURCHILL.

Captain Cartwright and His Labrador Journal. Edited by Charles Wendell Townsend, with an introduction by Dr. Wilfred T. Grenfell. xxxiii and 385 pp. Map, ill., index. Dana Estes & Co., Boston, 1911. 8½ x 6.

In the somewhat rapid growth of the literature of Labrador it shows great good taste upon the part of Dr. Townsend that he should set once more within the reach of those interested in that boreal land the vivid narrative of its first settler. Several recent works offer a far wider and a far more profound knowledge of Labrador than Capt. Cartwright could accumulate in his sixteen years on that coast. But, granting that, it must equally be acknowledged that no one could ever succeed in making so vivid a narrative as is this journal of the first citizen of Labrador. There is a whole lack of reserve, part of it a character of the time, the more part of it a characteristic of the author and adventurer. He was so honest with his daily journal that it never occurred to him to glose over incidents of such sort that many men would have quite omitted them. The result is that the record so glitters with accuracy of statement that we have no hesitation in accepting Cartwright as incontestable authority for many facts which rest solely upon his statement. Students of historical byways will find a grim satisfaction in the stout captain's charge that Benedict Arnold stole his wine. This edition reproduces enough of the illustration and title page of the original to give the air of the now scarce first edition. A judicious choice of plates recently photographed fitly illustrates the text. WILLIAM CHURCHILL.

The Real Canadian. By J. A. T. Lloyd. 249 pp. Everett & Co., Ltd., London, 1913. 7s. 6d. 9 x 6.

"The modern Canadian," writes Mr. Lloyd, "is a distinct type, but not a fusion, for example, of English and French stocks. The French Canadian is, also, a distinct type from the Frenchman, and yet he is but little modified by Anglo-Saxon influence. Each is Canadian, each has contributed to the Canadian spirit."

In order that the real Canadian of the present day be fully understood in all his racial characteristics, it is necessary to study the history of Canada from its earliest beginnings down through the years of struggle and bloodshed to the quiet of more modern times. This the author does in a graphic and interesting manner. He tells of the heroism of the Jesuit missionaries, men such as Jean de Brebeuf, who knowingly faced and found a terrible death at the hands of the